



The Nautical Institute  
Cyprus Branch

# NAVIGATION ASSESSMENTS

Captain Michael Quain FNI  
3<sup>rd</sup> November 2017

## TRAINING OF OFFICERS

The attending officer did not appear familiar with the correct procedure for the updating of sailing directions. After being prompted several times, including translating to his own language by the Master, he was unable to identify the Annual Summary of Notices to Mariners as the reference source for corrections up to the end of the previous year.

### Response

**Low qualification of subject Officer** became obvious while being interviewed during course of Inspection. Subject observation clearly highlighted **status of selection and pre employment interview procedure utilized by Crewing Department It is also a Master's fault who do not report to the Office** regarding low qualification of subject Officer and do not organized additional training on board. This question was discussed during Company Safety Meeting and taking in to consideration observation raised **subject Navigation Officer will be changed at first convenience** but not later than mid of December. Comprehensive check of all Lists of Lights, Tide Tables, Sailing Directions, NTM's, Chart Catalogue and verifying that they are of the current editions and maintained up to date initiated and completed to Master's satisfaction.



## TRAINING OF OFFICERS ECDIS OPERATION

The ECDIS was not set up correctly. The display was showing only basic colour contours. Details of depth soundings and navigation light characteristics were not shown. After some difficulty the navigating officer was able to correct this. The chief officer came to the bridge during this part of the inspection and demonstrated a thorough knowledge of the system.

### Response

Although the navigation officer is an experienced officer, he could not be able to show the details of depth soundings and navigation light characteristic properly **because of his excitement during inspection**. He already completed the ECDIS course successfully at XXXX UNIVERSITY and got this certificate.

## TRAINING OF OFFICERS CHART CORRECTIONS

### Observation:

There appeared to be a significant number of charts on board which were not included in the Chartco inventory.

Consequently these charts were not being corrected or updated when superseded. For example BA2286 had not been replaced by BA1015 when the latter was published one year ago. This chart is the large scale approach to Istanbul.

### Observation

With reference to the incomplete Chartco inventory. Several charts used on the previous voyage were significantly out of date. For example, BA1198, Bosphorus Strait South, had not been corrected since its publication (four years ago). When it was transferred into the Chartco inventory a total of 53 corrections were noted as not applied.

## TRAINING OF OFFICERS UNDER KEEL CLEARANCE

### Observation.

Squat information relevant to the vessel was not available on the bridge. The procedure in use for calculating squat was a generic formula taken from Browns Nautical Almanac. The table of squats which had been drawn up by the navigating officer in the passage plan for last voyage using the above formula did not appear correctly calculated. For example **the indicated squat for 14 knots noted the vessel to be over 6 metres trimmed by the head** with the after draft only about half of the propeller immersion.

### Response

Tables with ships specific squat calculations are on board but were apparently not in use.

The relieving Master of the vessel (boarded shortly after the inspection) has been briefed in our office and the correct use of these tables has been discussed and he was instructed to train all navigational officers in correct use of the tables. This training has been already confirmed from board.

# ATTITUDE OF OFFICERS SLOPPY PRACTICE

## ECDIS OPERATION

### Observation

There were no records of visual position fixes being done during the previous voyage. The function for recording visual bearings on the ECDIS did not appear to be in use.

### Response

After the inspector had left the vessel, this subject was investigated. It was clear that regular checks on the position were made, however this was done by means of an independent bearing/ distance on the Arpa. However this is recorded only in the logbook.



## ATTITUDE OF OFFICERS SLOPPY PRACTICE

### PASSAGE PLANNING

#### Observation

The largest scale charts were not always used during the previous voyage through the Aegean Sea. BA236 & BA1058 were on board but not used. BA1040 & BA1041 were not on board.

# ATTITUDE OF OFFICERS SLOPPY PRACTICE

## POSITION FIXING

While approaching to this port the vessel passed within one mile of a charted dangerous wreck. The hourly position fixing frequency did not take into account that the vessel could drift off the course line towards the danger. The last position marked on the chart by GPS fix was about 40 minutes before passing the wreck.

## COMMERCIAL PRESSURE ON THE MASTER

### Observation

Four of the charts required for the last voyage from Mesaieed, Qatar to Fujairah were not on board, (BA3783, 3787, 3950, 3709). The operators had sent copies by email in A4 size parts, which had been glued together on an old chart as backing. These charts had been used for the voyage into the load port as well as from. It appeared that no attempt had been made to buy the charts locally. The vessel was at anchor off Fujairah when orders for the voyage had been received.

### Response

The vessel was scheduled to load at Fujairah on Feb 9 and 10. The charterer suddenly changed the loading port to Mesaieed on Feb 6. Master informed the charterer the vessel couldn't go because of no corresponding charts, but the charterer insisted on sailing immediately.



# LESSONS LEARNED?



# INTERNAL AUDITING



# ANOTHER WAY? MENTORING

Mentoring is a relationship in which a more experienced or more knowledgeable person helps to guide a less experienced or less knowledgeable person.



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## **QUESTIONS? COMMENTS?**

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